

DDIA-05/2  
Copy 6 of 6

16 October 1961

MEMORANDUM FOR : Chief, Special Projects Branch, DPD-3D/P

SUBJECT : Use of JP-4 for IDEALIST Practice Mission

1. Reference your verbal query re use of JP-4 for practice refueling flights in the INR configured U-2C, extended use of JP-4 has not been made in U-2 aircraft operations in the past and the resulting lack of known effects makes such use questionable, particularly for an aircraft which at any time may be scheduled for an operational mission where exceptional reliability is required. The fuel currently in use is of a very high degree of purity and although JP-4 could possibly be used without detrimental effects on either engine or airframe within flight manual limitations, there is inadequate data available to prove or disprove lack of detrimental effects. Similarly, lack of operating data under similar conditions precludes valid reliability comparisons with other aircraft using JP-4.

2. In the case of other types of aircraft normally using JP-4, the use of a lower grade fuel creates a deposit which is left in the engine. Return to JP-4 eliminates visual evidence of such deposits, normally within one flight.

3. In view of the lack of reliable information to verify that no detrimental effects will result from use of JP-4, its use must be considered a gamble with unknown odds. If operational considerations dictate such a gamble may be worthwhile, there must be a decision of the commander to this effect. For reliability, the old saw "if it's working don't change the system (unless a proven improvement is available)" is considered applicable here.

4. If a decision is made to go ahead with the use of JP-4, configuration of its appropriate use for the purpose intended should be obtained from Mr. C. L. Johnson of Lockheed as suggested by Mr. Parangosky on 12 October 1961.

SIGNED

25X1A

Lt. Colomel USAF

Distribution:

1AC-C/SPB/DPD  
3-ACH/DPD  
4-C/DP/DPD  
6-SI/DPD